

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE READERS AT THE
OVERSEAS
Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
Cable Telegrams, Trade Reports,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1908.
Complete Edition ... \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,618. 號八十八百六千五萬一第 日十初月四年四十三緒光 HONGKONG, SATURDAY, MAY 9TH, 1908. 六拜禮 號九月五年八零百九千一英港香 PRICE, \$3 PER MONTH.

To CONNOISSEURS
"LOLITAS"
AN EXQUISITE CIGAR
Of mild flavour and fine aroma, made from the
finest specially selected Manila Tobaccos.
IN BOXES OF 50 \$8.50.
Specially Manufactured for
A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.
a82

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.35 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. a1838

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. a2

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO. Agents.
Hongkong, 6th March, 1907. a35

NEW CARTRIDGES.
BY Famous English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 88SG. at \$6.97 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 28th October, 1906. 729

A. LING & CO..
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. Kuhn & Komor).
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 730

A. TACK & CO..
26, Des Voeux Road, CENTRAL.
JUST LANDED A LARGE STOCK OF
WRITTEN AND WAINWRIGHT
PLATES.
EASTMAN'S KODAKS and FILMS.
DEVELOPING and PRINTING
UNDERTAKEN.
Hongkong, 4th March, 1907. 81

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 3.15 p.m. ... Every 10 minutes.
3.15 p.m. to 3.45 p.m. ... Every 15 minutes.
3.45 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.,
every hour.
SUNDAYS.
Extra Cars at 11.00 p.m. and 11.45 p.m.
SUNDAYS.
7.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... 9.45 to
11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. 647

CUTLER, PALMER & CO..
WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1815.
Per Case.
BRANDY ★★★★★ \$22.50
" ★★★★★ 20.00
" ★★★★★ 17.00
" ★★★★★ 20.00
WHISKY, PALL MALL
JOHN WALKER & SONS'
OLD HIGHLAND. 12.50
" C. P. & CO'S SPECIAL
BLEND 10.50
PORT WINE, INVALIDS 20.00
DOURO 13.50
SHERRY, FINO SUPERIOR 14.75
LA TORRE 16.00
" OLD EAST INDIA 18.50
" AMOROSO 20.00
" ROYAL AMONTILEADO 23.00
" CUBO SOLERA 26.50
BENEDICTINE, D.O.M. - QTS. 40.00 Pts. 42.00
THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO..
HONGKONG AGENTS. a45

V. O. S.
AND
EXTRA SPECIAL FINEST LIQUEUR
ARE THE BEST WHISKIES OBTAINABLE.
CALDBROCK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS, a34
Hongkong, 27th April, 1908. 15, Queen's Road Central.

LANE, CRAWFORD & CO.
(TELEPHONE 87)
JUST RECEIVED
INDIAN PITH HELMETS
IN FAWN, GREY AND WHITE
\$4.50 TO \$6.00 EACH
ELLWOOD'S SUN HATS
\$6.50 TO \$12.00 EACH
SUN UMBRELLAS
\$5.50 TO \$8.50 EACH
LANE, CRAWFORD & CO.
Hongkong, 24th April, 1908. a32

PHOTO SUPPLIES.
LONG HING & CO..
17, QUEEN'S ROAD, CENTRAL.
JUST RECEIVED—
5/4 SIZE FOCAL PLANE CAMERA with UNAR-ZEISS LENSE,
1/4 PLATE and POSTCARD SIZE FOLDING POCKET
CAMERAS fitted with TESSER-ZEISS LENSE
on COMPOUND SHUTTER at REASONABLE PRICE.
DEVELOPING & PRINTING UNDERTAKEN
a80

MIYASAKI & CO.,
COAL MERCHANTS.
HEAD OFFICE—Sakayemachi, KOBE, Japan.
BRANCH OFFICES—Nishinohashi, SHIMONOSEKI, Japan, and HONGKONG.
CABLE ADDRESSES:—
"MIYASAKI" applying to Head Office and Shimonoseki Branch.
"YUTAKA" applying to Hongkong Branch only.
A. B. C. 5th Edition used.
THE HEAD and BRANCH OFFICES will receive any Order for
JAPAN COALS.
Y. KUBO, MANAGER, HONGKONG,
No. 5, Queen's Road Central.
Hongkong, 27th November, 1907. a1884

JOHN ROBERTS & COMPANY. LTD.
BILLIARD TABLE MAKERS,
BOMBAY.
UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to
Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy
solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates
best Whigcord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting
tees, with lever for levelling, complete with the following accessories:—
12 Selected Ash Cues.
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedges and 4 Circles.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.
1 Wall Cue Rack.
1 Wall Butt Rack.
1 Set Billiard Rules, Framed.
1 Set "Crystalate" or "Bongoline" Bld. Balls.
1 Box Best Cue Tips, assorted.
1 Cue Tip Restoner with File.
1 Bottle Cue Cement.
1 Box Silk Spots.
1 Box Best White Chalk.
Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
Rs. 1400 net.
Illustrated price lists giving prices and particulars of everything pertaining to billiard
can be had on application from the Offices of this paper.
Hongkong, 1st April, 1904. [697—1]

TRADE MARK
TEN YEARS OLD.
\$14 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT of 1746.
SOLE AGENTS:
LANE, CRAWFORD & CO.
a33

BREWER & CO., LIMITED.
PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE No. 696.
COLONIAL EDITION OF LATEST NOVELS
\$1.75 EACH; 3 for \$5.00.
The Eugged Path, by Garvice.
Radford Shone, by Heddon Hill.
Not Proven, by Askew.
The Told and the Amazon, by Turner.
Sandy Carmichael, by C. J. Hyne.
The Fighting Chance, by Chambers.
Scarlet Pimpernel, by Baroness Orczy.
S' Junes, by Ian Maclaren.
The Prima Donna, by Marion Crawford.
The Conversion of Claud, by Turner.
Deep Moist Grange, by Crockett.
Doverfield's Diamonds, by L. Lynch.
John Brown & Buchanan, by Geo. Griffith.
How it is made: An Interesting
Account of Machines and Many
Articles, by A. Williams... \$3.00
How it Works: An Interesting Account
of Machines and Many Articles,
by A. Williams... 3.00
The Iron Master (from the French),
by Georges Ohnet... 80
The Islanders of Hongkong, by
Veronica... 1.00
The Poisoned Prince... 80
My Life in the Open, by Ogilvie Cloth
Through the Yangtze Gorges, by
Archibald Little... 2.50
A Japanese Marriage, by Douglas
Sladen... 2.75
Everyman's Calendar of Humour... 40
How to Collect Postage Stamps, by
Bertram Smith... 5.25
NEW STOCK of Best Quality TENNIS BALLS, GOLF CLUBS,
CRICKET BATS, &c. [a31]

SHACKELL'S
"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS
SHACKELL EDWARDS & CO. LTD.
PRINTING INK MAKERS.
ESTABLISHED 1783.
HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. 728

CHAMPAGNE
G. H. MUMM & CO.,
THE MOST POPULAR WINE.
Can be had in the following qualities:—
EXTRA DRY (Gent American).
BRUT (Cordon Rouge).
SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
BRANDS.
SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM
SHEWAN, TOMES & CO., SOLE AGENTS.
Hongkong, 1st June, 1907. [a79]

INSURANCE
EVERY FACILITY
In connection with Life Assurance Business
afforded by
THE STANDARD LIFE ASSURANCE
COMPANY.
ONE of the largest and wealthiest of the
Provident Institutions of the United
Kingdom. Forms of application and all
information will be promptly afforded on
application to
DODWELL & CO., LD.,
Agents.
a1144—4]

HOTELS
HONGKONG HOTEL
FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 800 Persons
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Madron in attendance
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
a389

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. a757

"KINGSCLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 184.
Telegraphic Address: "SACHSOLA."
A. B. C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
a1

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns; Large airy and
Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour; Terms moderate.
Telephone, No. 690.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a40]

THE GRAND HOTEL,
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES and LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALE,
M. MAILLE Proprietors.
83

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA),
MACAO.
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tin) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply
THE MANAGER.
a216

VICTORIA HOTEL.
SHAMSHEN—CANTON.
FIRST CLASS EUROPEAN HOTEL
On the British Consession.
Electrically Lighted.
Every Modern Comfort and Convenience at
Reasonable Rates.
Under the Personal Superintendence of
H. HAYNES, late Manager Hongkong Hotel
MACAO HOTEL.
THENGHAMS—FARMER, MACAO,
MACAO, CHINA.
In the Centre of the Praya Grande.
Both Hotels Electrically Lighted and under
experienced European Management.
Every Comfort and Convenience for Resident
and Tourists.
a481 WM. FARMER Proprietor

PASTEURIZED AMSTEL BEER.

carried through. The arguments in Chief are based on ledge of the situation, and we that they were heartily concurred in.

ADVERSE

1307.—Explosion on
1 officer killed.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Libor's.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS.

NOTICE.

MR. P. NALIN has been appointed Acting Agent for Messrs. MARITIMES and CHARENTAIS during my absence from the Colony.

Hongkong, 9th May, 1908.

NOTICE.

KWONG WOO, Jeweller, Etc., of 68, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHUNG KING SOM.

Hongkong, 9th April, 1908.

CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.

A LADY OPERATOR is required for Kowloon Exchange. Must reside in Kowloon and be able to speak English and Chinese. Apply personally at the Company's Hongkong Office in Duddell Street between the hours of 10 and 11 A.M.

Hongkong, 9th May, 1908.

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th May, 1908.

TO LET.

ONE Large Front ROOM. Suitable for Married Couple or two Gentlemen, every house comfort.

6, OBSERVATORY VILLAS, Kowloon.

Hongkong, 9th May, 1908.

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$85
2,000 do. ... \$35
1,500 do. ... \$25
1,000 do. ... \$10

ANTHROPOLOGICAL POSTCARDS, MECHANICAL ANIMALS.

STAMP, POSTCARD AND BIRTHDAY ALBUMS.

All Other Philatelic Goods. GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CANDIA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 9th May, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CEYLON" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 9th May, 1908.

NEW ADVERTISEMENT.

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, on SATURDAY, the 16th day of May, 1908, at 11 A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 30th April, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 20th inst. both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 9th May, 1908.

INTIMATIONS.

TRANSLATED NOVELS (some illustrated, others Photos; catalogue free, or with sample, 24d. (letter postage).—A. DA RAILLE, 20, Rue de la Michodière, Paris.

Hongkong, 8th May, 1908.

STAMPS FOR SALE.

A COLLECTION of 3,600 USED POSTAGE STAMPS of Various Countries, some very rare specimens. Can be seen by arrangement at the KOWLOON BOOK STALL, Kowloon.

Hongkong, 8th May, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 30th April, 1908.

CHINESE ENGINEERING MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Shilling and Six Pence per Share free of tax for account of the year ending 29th February, 1908, has been declared by the Directors of the above Company. Coupon No. 10 is Payable on 1st May at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN TOMES & CO., Agents.

Hongkong, 1st May, 1908.

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to—B. R., Care of "Daily Press" Office.

Hongkong, 18th November, 1906.

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton worden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong Daily Press" erfolgen.

Kaiserlich Deutsches Konsulat.

Kanton, den 31. Dezember 1907.

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Konsulats Pakhoi-Hohow werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und die "THE HONGKONG DAILY PRESS" erfolgen.

Der Kaiserliche Deutsche Konsul, H. VON VARCHMIN.

Pakhoi, den 12. Dezember 1907.

PRIVATE BOARD AND RESIDENCE.

MRS. GILFILLANDERS.

"CLAREMONT," 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907.

SIEN TING.

SURGEON DENTIST.

No. 10, BAGUIER, STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905.

LADIES, PLEASE NOTE!

REMOVAL SALE.

EVERYTHING must be cleared, even at RUINOUS PRICES, prior to our REMOVING to New Premises. FOR CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS.

Please call and see for yourself.

HOOSAIN-ALI & CO., 25, Queen's Road Central.

Under Hongkong Hotel.

Hongkong, 1st May, 1908.

NOTICES OF FIRMS.

NOTICE.

I have Authorized Mr. HERBERT SUTTON to Sign my Firm by Procuration from this Date.

T. E. GRIFFITH, Canton, 2nd May, 1908.

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

DURING my Absence from the Colony Mr. R. J. MACGOWAN will ACT as SECRETARY.

By Order, EDWARD OSBORNE, Secretary.

Hongkong, 7th May, 1908.

NOTICE.

ON and after the 18th instant the NEDERLANDSCHE HANDEL-MAATSCHAPPIJ (Netherlands Trading Society) will conduct its business at No. 5, Queen's Road Central (in the Office now occupied by the National Bank of China Ltd.)

J. L. VAN HOUTEN, Agent.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Hongkong, 7th May, 1908.

WANTED.

A PORTUGUESE CLERK with a Good Knowledge of Bookkeeping & Accounts for British Firm in Tientsin, Formosa. Apply, stating Salary required and previous Experience to—A.I., Care of "Daily Press" Office.

Hongkong, 8th May, 1908.

WANTED TO BUY.

BOUND VOLUMES of "HONGKONG WEEKLY PRESS" JANUARY to JUNE, 1901, JULY to DECEMBER, 1903, JANUARY to JUNE and JULY to DECEMBER, 1904. Offers to—MANAGER, "Daily Press" Office.

Hongkong, 5th May, 1908.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOON STREET, (2nd Street, west of Central Market) Telephone No. 515.

401.

SANG MOW.

BATTAN and GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908.

ON SALE.

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR.

日歷英中甲午十五

FROM 1st JANUARY, 1904 to 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 76th CYCLE TO THE 50TH YEAR OF THE 76th CYCLE. THIS IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

At ABC 5th St., Western Union Codes used.

All Letters to be Addressed: MANAGER, MITSU BISHI Co.

BRANCH OFFICES:—

NAGASAKI, MOJI, KORE, KATSU, SHANGHAI, HONGKONG, & HANKOW.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRABER & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Dohi, Namazetsu, Shinew, and Hojo Collieries and

Sole Agents for MIYAO and KISHIDAKE COALS.

T. MATSUKI, Manager, Hongkong, 1141 No. 2, Pedder Street.

THE DIRECTORY AND CHRONICLE FOR 1908 IS NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908.

TO LET.

TO LET.

THREE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—YEE SANG FAT & CO, Same address.

Hongkong, 28th January, 1907.

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 1, COLLEGE GARDENS, Furnished.

For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor.

From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 16, QUEEN'S ROAD CENTRAL, Top Floor (over Goldfield MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 3, DUDDELL STREET Shop.

No. 2, DES VEAUX VILLAS (PRAK).

No. 57, PRAYA GRANDE, Macao.

Apply to—Linstead & Davis, 3rd Floor, Alexandra Buildings.

Hongkong, 5th May, 1908.

TO LET.

FIRST Class European Houses, Loochoi Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM TSE KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West.

Hongkong, 1st October, 1907.

TO LET.

OFFICES in HOTEL MANSIONS.

Apply to—HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, 1st May, 1908.

TO LET.

4 and 3-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession.

Moderate rentals.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD.

Hongkong, 2nd April, 1908.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

No. 3, CANTON VILLAS.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 1st May, 1908.

TO LET.

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent.

One ROOM with Verandah and Small Room on the Second Floor of No. 8, Des Vaux Road Central, above our Office. Suitable for business premises or dwellings.

First Floor of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FRED. BORNEMAN.

Apply to—DAVID SASSOON & Co. Ltd.

Hongkong, 7th April, 1908.

TO LET.

12, ARBUTHNOT ROAD—6 Rooms.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 25th April, 1908.

TO LET.

IMMEDIATE POSSESSION.

GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY.

Apply to—CHATER & MODY.

Hongkong, 24th March, 1908.

TO LET.

ONE FOUR-ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd March, 1908.

TO LET.

No. 27, 31 and 33, SEYMOUR ROAD, No. 61, CAINE ROAD.

Apply to—SAM WANG CO. LTD., 31, Queen's Road Central.

Hongkong, 22nd April, 1908.

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply to—SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907.

TO LET.

EITHER Side of the DOUGLAS WHARF.

Terms on Application to—DOUGLAS LAPRAIK & SO., General Managers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong, 31st March, 1908.

in the name of JOHN DEW & SONS, LIMITED, who claim to be the Sole Proprietors of the same.
The Trade Mark has been used by the applicants in respect of the following
namely WHISKY in Class 43.
A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary
Hongkong, and also at the Offices of the Undersigned.
Dated the 6th day of March, 1903.

BRUTON & HETT,
23, Queen's Road, Victoria, Hong Kong,
on behalf of the Applicants
JOHN DEW & SONS, LIMITED.

SHIPPING.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA MANILA, &c.	BOMBAY MARU	Jap. str.	—	Wm. Wade	NIPPON YUSEN KAISHA	On 11th inst.
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Hayward, R.N.R.	SHAW, TOMES & CO.	About 19th inst.
LONDON &c. via USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	C. D. Denny, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE &c.	JAPAN	Brit. str.	—	Major	HAMBURG-AMERICA LINE	About 20th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LYDIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	About 10th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	SENIGAMBIA	Ger. str.	k.w.	Girtenbrin	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BRIGADIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERICA LINE	On 5th June.
HAYRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 15th June.
HAYRE & HAMBURG VIA STRAITS, &c.	ANTALUSIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 28th June.
HAYRE & HAMBURG VIA STRAITS, &c.	DOETMUND	Ger. str.	k.w.	Selmer	HAMBURG-AMERICA LINE	On 12th July.
MARSEILLES, ROTTERDAM & HAMBURG &c.	SUEVIA	Ger. str.	k.w.	Verron	MESSAGERIES MARITIMES	To-day.
MARSEILLES, &c. via PORTS OF CALL.	AUSTRALIE	Fr. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 12th inst., at 1 P.M.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c.	KAMAKURA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 13th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c.	HITACHI MARU	Jap. str.	—	E. Malchow	MELCHERS & CO.	On 27th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c.	CANTON	Swed. str.	—	A. Petris	MELCHERS & CO.	Beginning of June.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c.	P. E. FRIDRICH	Ger. str.	—	—	MELCHERS & CO.	On 20th inst., at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c.	CHINA	Aut. str.	—	—	MELCHERS & CO.	About 25th inst.
TRIESTE, &c. via SINGAPORE, &c.	VORONEJ	Rus. str.	—	—	MELCHERS & CO.	About end of June.
ODESSA	LOWTHER CASTLE	Brit. str.	—	—	SHAW, TOMES & CO.	About 31st inst.
NEW YORK VIA SUEZ CANAL	SAISUMA	Brit. str.	2 m.	—	DODWELL & CO., LTD.	On 14th inst.
BOSTON & NEW YORK	CLAN MACMILLAN	Brit. str.	1 m.	R. Swain	SHAW, TOMES & CO.	On 20th inst., at Noon.
VANCOUVER VIA HONGKONG, JAPAN, &c.	KUMERIC	Am. str.	—	Cowley	DODWELL & CO., LTD.	On 12th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	AKI MARU	Jap. str.	—	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	On 11th June, at 5 P.M.
VICTORIA, B.C. & SEATTLE, WASH., &c.	CHINOTU	Brit. str.	1 m.	N. Mathieson	NIPPON YUSEN KAISHA	On 11th inst., at 4 P.M.
SAN FRANCISCO, MEXICO VIA MOJI & JAPAN	KUMANO MARU	Jap. str.	—	D. Louis	MELCHERS & CO.	On 21st inst., at 5 P.M.
SALINA CRUZ, MEXICO VIA MANILA	PRINCE SIGISMUND	Ger. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th June, at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	YAWATA MARU	Jap. str.	—	—	MELCHERS & CO.	About 24th June.
AUSTRALIAN PORTS VIA MANILA	CUBONIA	Rus. str.	—	C. Lindbergh	BUTTERFIELD & SWIRE	On 23rd inst., at 4 P.M.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 23rd inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Homma	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	YAWATA MARU	Jap. str.	—	G. Hooper	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
CHEFOO & TIENTSIN	KWANGHONG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 14th June.
TSINGTAU, CHEFOO & NEWCHANG	AMIRAL MAGON	Fr. str.	—	F. Mooney	J. MILLER	On 11th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	CHUPHONG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LD.	On 11th inst., at Noon.
TIENTSIN	HANGSANG	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 5th inst.
SHANGHAI VIA SWATOW	SHANGHAI	Brit. str.	—	V. Döhren	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI & HANKOW	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	About 11th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 11th inst., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 14th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOH	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	About 14th inst.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 15th inst.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	About 20th inst.
SHANGHAI, MOJI & KOBE	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 27th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 11th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 16th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 22nd inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at D'light
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at 9 A.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	To-day, at Noon.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 18th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
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SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	To-day, at Noon.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 18th inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 22nd inst., at 4 P.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at D'light
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at 9 A.M.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	To-day, at Noon.
SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at 4 P.M.
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SHANGHAI	SHANGHAI	Brit. str.	—	G. W. Babot	HAMBURG-AMERICA LINE	On 12th inst., at 9

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI and HANKOW	CEYLON Capt. G.W. Babot	About 9th	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.	About 14th	Freight and Passage.
LONDON via USUAL PORTS	OCEANA Capt. W. Hayward, R.N.	Noon, 16th	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	JAPAN Capt. C.T. Denny, R.N.	About 20th	Freight and Passage.

Hongkong, 7th May, 1908.

F. J. ABBOTT,
Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KASHING"	On 10th May, 9 A.M.
NINGPO and SHANGHAI	"FOOCHOW"	On 11th May, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHINGTU"	On 11th May, 4 P.M.
HOHOW and HAIPHONG	"SINGAN"	On 12th May, 9 A.M.
MANILA	"TAMING"	On 13th May, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 14th May, 4 P.M.
CHIEFOO and TIEN-TSIN	"KUEICHOW"	On 19th May, 4 P.M.
YOKOHAMA and KOBE	"TSINAN"	On 23rd May, 4 P.M.

MANILA STEAMERS & TIEN-TSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon. Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUDED BALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

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HONGKONG, 9th May, 1908. BUTTERFIELD & SWIRE, AGENTS. 11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMU via SWATOW AND AMOY	"DAIJI MARU" Capt. I. Sakurai	SUNDAY, 10th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"SHOSHU MARU" Capt. M. Nemoto	MONDAY, 11th May, at 10 A.M.
ANPING via SWATOW, AND AMOY	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 13th May, at Daylight.

Hongkong, 9th May, 1908.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
TIEN-TSIN	"CHIPSING"	Monday, 11th May, Noon.
SHANGHAI via SWATOW	"HANGSANG"	Monday, 11th May, Noon.
SANDAKAN	"MAUSANG"	Tuesday, 12th May, Daylight.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 12th May, 3 P.M.
MANILA	"YUENSANG"	Friday, 15th May, 4 P.M.
SEHAI, YOKOHAMA, KOBE & MOI	"FOOKSANG"	Friday, 22nd May, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kaitai, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 9th May, 1908. GENERAL MANAGERS. 18

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BOENEO"	Middle of May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ EISEL FRIEDRICH" Capt. E. Malchow	Wednesday, 20th May, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH" Capt. P. Gneiboh	About Wednesday 20th May.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	Thursday, 21st May, at 6 P.M.

For further Particulars, apply to
HONGKONG, 7th May, 1908.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUZUKI: Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chiuwang, (Peking Tientsin), Kobe, Yokohama, 3rd May to Hongkong in 30 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC: Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Freight to Overland
Passengers to Overland and Europe } via Vancouver
YOKOHAMA to LONDON and PARIS 23 DAYS

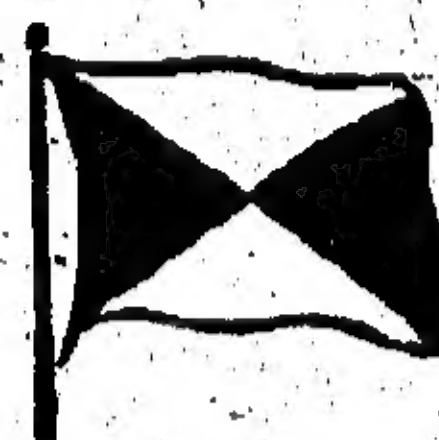
HOMEWARD via MAGELLAN STRAITS: Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

AMIRAL MAGON	4th June	MALTE	12th Oct.
AMIRAL EXELMANS	25th July	CEYLAN	26th Nov.
QUESSANT	27th Aug.	CORSE	11th Jan. 09

No Passengers. Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.
HONGKONG, 1st May, 1908. 782



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Portico Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 9th May, Noon.
ZAFEO	2540	R. Rodger	Manila	On 16th May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.



HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND
SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. LOWTHER CASTLE ... On or about 31st May.
For freight and further information apply to
SHEWAN TOMES & CO.,
HONGKONG, 9th May, 1908. 15

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA ... 10th May	FOR MARSSEILLES ROTTERDAM & HAMBURG: S.S. SUEVIA ... 9th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	FOR ANTWERP & HAMBURG: S.S. LYDIA ... About 10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA ... 24th May S.S. BRISGAVIA ... 30th June S.S. SCANDIA ... 15th June S.S. ANDALUSIA ... 28th June S.S. DORTMUND ... 12th July

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG, 8th May, 1908. HONGKONG OFFICE. 12

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER
11 DAYS Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS.	PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"GLENFARG"	3,700	...	WEDNESDAY	20th May	18th June
"EMPERESS OF CHINA"	6,000	...	THURSDAY	4th June	22nd June
"EMPERESS OF INDIA"	6,000	...	FRIDAY	18th June	4th July
"LENNOX"	3,700	...	THURSDAY	18th June	17th July
"EMPERESS OF JAPAN"	6,000	...	WEDNESDAY	4th July	25th July
"MONTEAGLE"	6,183	...	SATURDAY	11th July	4th Aug.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.
THE SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW PACIFIC "EMPERESS" Steamships. 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York \$71.10
and 1st Class Railways ... \$40 ... \$242

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Elaketo

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.
BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONIES EXCHANGED.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—
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SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS—CALDBECK, MACGREGOR & Co., HONGKONG.

BOVRIL

should be in every home as well as in
every hospital.

When you are worried and cannot eat
well nor sleep well, you will find a
great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.



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Agents
for Watson's
Dundee—

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& CO.,
Hong Kong.

WATSON'S
(No. 10) Dundee
WHISKY.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

REGISTERED DR. LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its
world-wide reputation as the Best and
only safe reliable Phosphoric Cure for
Brain Weakness, Paralysis, Sleepless-
ness, Dyspepsia, Nerve, Kidney and Liver
Complaints, Haemorrhaging, Premature
Decay of Vital Power, General Debility, all
Blood Disorders, and all Functional and
Diseased Conditions of the System, caused
by the deficiency of the Vital Force.

The Effect of this Standard Phosphoric
Remedy in Nervous Debility and its kindred
Evils is immediate and permanent, all
the Miserable Feelings and Distressing
Symptoms disappearing with a rapidity
that is really marvellous.

Directions for Self-Treatment of the above
Jasces with each Bottle.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,
HAMPSTEAD LONDON, ENGLAND.

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BRITISH NAVY ESTIMATES.

LORD GLASGOW'S CRITICISMS.
DISTURBING COMPARISON.

The annual meetings of the Institution of Naval Architects, which extends over three days, opened at the rooms of the Royal Society of Arts, Adelphi. The Earl of Glasgow, President of the Institution, occupied the chair, and there was a large attendance of members and Associates.

The annual report of the Council, which was read by the secretary, Mr. R. W. Dunn, stated that the total membership of the Institution was 1,796 and the financial position of the Institution was satisfactory. The Council had received with regret the resignation of the Earl of Glasgow from the office of president, a position which he had occupied with distinction and advantage to the Institution since 1901, and they expressed their cordial thanks to him for his services and his high appreciation of the courtesy and tact which he had invariably displayed during the tenure of his office. (Cheers.) The report proceeded: "The Council have received from Mr. A. E. Yarrow, vice-president, an offer to defray the cost (up to £100,000) of an experimental tank for research purposes to be erected at the National Physical Laboratory, Bushy, provided the expenses of maintenance for the first ten years are assured, and suggesting that the shipbuilders and shipowners of the country should be invited to guarantee the necessary amount for that purpose. Mr. Yarrow's munificent offer has been gratefully accepted subject to the conditions under which it is made, and a Committee will be formed in order to take such steps as may be necessary to carry the scheme to a successful issue." (Cheers.)

PRESIDENT'S ADDRESS.

The Earl of Glasgow, delivering his presidential address, said that it was now a matter of history that the past year had not been one of continuous expansion in the shipbuilding and engineering trades. The laws of supply and demand were as inexorable as ever, but in addition to the causes operating in a normal manner to bring about this result were the financial panic in the United States and the labour troubles which inevitably followed contraction of business. It had recently been stated that, apart from obsolete and new berths, over 50 per cent. of the shipbuilding berths North-East Coast were vacant, and the outlook at that time was extremely unpromising. Since then, however, had assumed very formidable proportions, and had caused much distress in the neighbourhood through loss of orders and consequent employment. In the aggregate, the falling off in tonnage launched during the past year represented 10 per cent. decrease upon the totals of the previous year, which was the highest on record for merchant ships. The decrease in tonnage under construction at the close of the year was, however, much greater, there being nearly 10 per cent. less work on hand than at the close of 1905. One feature of the year's shipbuilding had been the building of vessels built for abroad, which was nearly 50 per cent. above the normal supply of recent years. This demand had now been mostly met, and the outlook from this point of view was not much better than from that of home consumption. If the year's records had proved disappointing as regarded quantity the same could not be said of the nature of the work turned out, for there had been some remarkable developments in maritime power in a mercantile as well as a naval sense.

SUCCESS OF THE TURBINE.

In marine engineering the past year had been noteworthy for the continued and increased employment of the steam turbine for various classes of ships, both naval and mercantile, and attention was still focused upon this form of engine. Its success in the Navy, where it had now actually superseded the reciprocating engine, had been very marked of late. The first Lord of the Admiralty, in his explanatory statement, said that "all war vessels at present under construction are being fitted with machinery of this type, which has, without exception, proved very successful in the vessels which have been so fitted." The adoption of the turbine had rendered possible that increase of speed which in every type of warship appears as one of the most conspicuous features of recent construction. The 21 knots of the Dreadnought had become the general standard of battleship speed in other Navies as well as our own; the modern cruisers, notwithstanding their heavy armour and armament, were enabled to do their 25 knots an hour, while in the torpedo-boat and destroyer classes some very remarkable results have been obtained with turbine engine and oil fuel during the past few months.

THE BRITISH AND OTHER NAVIES.

The Navy Estimates this year had been awaited with more than usual interest. The sea of controversy that had raged of late about the rock of British naval supremacy had created a feeling of uncertainty with regard to the maintenance of our Navy at its relative standard of present efficiency compared with the other navies of the world. The increasing competition in naval construction abroad and the attention of those responsible for the naval defences of this country. In the United States there were at the present time twenty-two warships building, as compared with twenty-two a year ago. These included seven battleships, two armoured cruisers, three coast defence cruisers, and five destroyers, and represented a total money value of over £20,000,000 exclusive of cost of armour and armament. The German programme, which was intended to cover a period of ten years' consecutive building policy, allotted an average of £21,000,000 per annum to new construction, and provided for four capital ships a year to be laid down for the next four years. In France a comprehensive programme was being worked out whereby in twelve years' time the Navy would possess thirty-eight modern battleships, twenty-six armoured cruisers and four 900-ton destroyers and torpedo boats, and 131 submarines. In Russia the reconstruction of the Navy was being actively pursued. In the face of such a state of things it must be admitted that the Navy Estimates recently presented to Parliament were remarkable for their moderation. The total amount asked for was £33,319,500, being an apparent increase over last year's total of some £300,000, but when allowance was made for the surplus of stores in 1905, this figure was reduced to a net increase of only £200,000. The shipbuilding vote, which was only slightly more than any other concerned the members of the Institution, was actually less than it was last year by over £50,000, while it was £24,100,000 less than the corresponding vote in 1904, since which time it had been steadily decreasing. When it was remembered that cost of individual units had during this period increased enormously, it was obvious that the number of ships of each class which could be built from this year's programme must consequently be small. Two large armoured ships (one a battleship, the other a cruiser), six fast but small protected cruisers, sixteen torpedo-boat destroyers, and a number of submarines were the total new construction proposed. It

was quite evident from this programme that the axiom laid down by the Board of Admiralty three years ago with regard to the necessity of building each year four large armoured ships had been abandoned, at any rate for the time being. Moreover, of the sums now asked for the Government only proposed spending a very small proportion on new ships during the current financial year.

A MISCHIEVOUS PRINCIPLE.

No adequate reason had, so far as Lord Glasgow was aware, been vouchsafed for this change of policy. It had been stated that our present position was unassailable and that our facilities for rapid construction were a valuable asset. Both those contentions were true for the moment. But our position would only continue to be unassailable if we took the necessary steps for maintaining it. The value of speed in construction must not be overrated; it was only of value if others did not achieve it. The monopoly—if it can be so called—of rapid building must be ours to-day but not to-morrow, for no unprotected monopoly could exist for long in the manufacturing world. There was no intrinsic reason why other nations whose yards were equipped with modern plant, and whose demand for skilled workmen was kept fully supplied should not turn out warships in as short a space of time as our own dockyards or private builders. Our relations with foreign Powers—nowwithstanding occasional attacks of newspaper fever—were fortunately friendly, and for the moment no serious complications overshadowed the political horizon. But no Government could afford to confine to the immediate necessities of the moment the demands which it must make upon the resources of the nation to provide for the needs of the future. (Cheers.) And yet this was apparently what was being done at the present time. "Sufficient unto the day is the evil thereof," appeared to be the principle upon which the year's Naval Estimates had been based. No more mischievous principle, however, could be applied to our national defence. (Cheers.) A hard-fought policy was one that could only increase our difficulties in the near future, and a very heavy outlay would be needed before long if our standard of naval strength was to be maintained. That standard was admittedly on a rapidly falling gradient as regarded new construction at the present moment. (Hear, hear.)

DANGER OF PROCRUSTINISM.

No one doubted for a moment that, should urgent necessity arise, the Government of the day, to whom every party it might belong, would readily vote such sums as its official advisers considered needful. But to found a policy of procrastination upon the uncertain value of this seventh hour's policy was surely to jeopardise our naval position and saddle the future with an unknown and possibly unlimited liability. (Cheers.) He spoke strongly upon this point because he felt convinced that the only real economy possible in naval affairs was that which was consistent with the maintenance of our naval superiority. With the resources at their disposal the present Board of Admiralty had displayed great energy in carrying through various measures for maintaining our naval construction in the front of the Navies of the world, and the wisdom of a forward policy in the constructive and engineering departments at Whitehall had been fully vindicated. The successful introduction of far-reaching changes in mechanical forms of propulsion was indicative of the high standard of technical knowledge and practical experience attained at our great naval centres. In our private ship and engine building establishments and armour-plate works that standard was no less high; the mechanical plant in both Government yards and private works had lately been brought very generally up to date, and our supplies of skilled workmen were still large enough to meet all probable demands, and their ranks were being continually reinforced through the increased facilities now available for technical education. Such factors as these were national assets upon which we might have the estimate of our resources in the domain of naval construction. Provided only that the necessary funds were voted by Parliament we need have no fear for the quality of the ships and material that contributed so largely to the maintenance of our supremacy afloat.

On the proposition of the Earl of Glasgow, seconded by Dr. Elgar, Earl Cawdor was unanimously elected President of the Institution.

UNUSABLE SHIPS.

A paper on "Unusable and unusable ships of the Goulet form and system of construction" was read by Mr. C. Tennyson, in the absence of its author, General E. E. Goulet (a Russian naval constructor). The proposed system of construction included the provision of three broad longitudinal cellular side corridors, these being rendered possible by the increased breadth of the vessel, and being intended to reduce to a minimum the quantity of water which might enter the ship through injuries or openings made in her under water skin. The increase of breadth was obtained at the expense of the draught of water, the displacement, however, being practically the same as that of a ship of ordinary form. In the wide triple side there were safely longitudinal corridors extending nearly the whole length of the vessel, but, with exception of these and of the smallest possible boiler niches to give access to the cellular compartments from the top, there would be, as far as practicable, no water-tight or other kind of door. The radius of section of the modern torpedo inside a vessel, reckoning from the skin inwards, being about 18 ft., the width of each of the cellular side corridors would be 6 ft., or 18 ft. in all, thus very efficiently securing the internal vital parts of the ship, especially those liable to explode, from the risk of outside explosion.

In the course of a brief discussion which followed, opinion appeared in the main to be opposed to the proposed system of construction. Admiral FitzGerald, remarking that a ship of the kind suggested would be protected at the sides but not at the bottom, and that as she would be double the width of an ordinary vessel she would have double the chance of picking up a ground mine. Mr. W. B. Whiting, Assistant Director of Naval Construction to the Admiralty, said General Goulet's proposal started from an exaggerated idea of the risks in a well-designed modern warship, serious as those risks undoubtedly were. It involved great difficulty in arrangement and a reduction in the average efficiency of the defence. It did very little to secure its avowed object, namely, guard against serious injury by mines or torpedoes and consequent loss by capsizing, and it increased in a marked degree the risk of destruction by gun fire.

OTHER PAPERS.

Mr. C. E. Ellis, in the absence of Captain T. J. Trevelyan, read a very technical paper on "Modern Armour and its Attack" in which the inference from various data was drawn that the defensive power of armour under the probable conditions of a naval action would be greater than was suggested by results obtained with the same striking velocity at short ranges on the proving grounds. Speaking in the course of the subsequent discussion, Mr. Ellis remarked that the fight between armour and projectiles which had been proceeding for some forty-four years still went merrily on. It might be that the capped projectile was at the moment the winner; but he dared say that

position of honour would not be held by the projectile very much longer. The best plate for the Government of the world to adopt was that which was being made to-day. So far as he was aware, no plate, under trial, had yielded such generally good results as a well-made Krupp plate.

TORPEDO BOATS AND DESTROYERS.

Mr. John E. Thornycroft read a paper entitled "Modern Torpedo Boats and Destroyers," in which he reviewed the development of these classes of vessels, pointing out that, besides the Japanese, most Navies which had built destroyers had adopted British design. There had been no falling off in the demand for high speed in vessels built for foreign Navies, and the latest destroyers built for the British Navy had been designed for a speed of not less than 33 knots. Their power very greatly, the torpedo boat had developed to an almost equal extent. The latest type of torpedo boat, ordered in 1905, was fitted with turbines and for oil fuel, the adoption of oil fuel giving a much greater radius of action at full speed. While the turbines had produced excellent results, it was a question whether equally favourable results would not have been obtained with twin-screw reciprocating engines and oil fuel. In the debate which ensued Sir Philip Watts, Director of Naval Construction, at the Admiralty, stated that the new class of destroyers, of which five were nearly completed (one of them, the *Cossack*, having been already taken over by the Admiralty), carried a load between that of the river class and that of the 30-knot boats. All the designs had been carefully worked out and brought into line with one another, most of the parts being made interchangeable. The main engines, for instance, were precisely the same in each. All the vessels had now been run on the measured mile. Their trial were not yet completed, but as class they had gone through the special tests and the results had justified the original anticipations of the Admiralty. Admiral Sir Cyprian Bridge observed that to Lord Glasgow more than to anyone else was due the introduction of the torpedo destroyer, the only man-of-war of any class, he believed, which was evolved from deliberate strategic and tactical experiments. Mr. S. Barnaby said they were all terribly distressed at the accident which had recently befallen the *Tiger*. (Hear, hear.) He did not see, however, that anything could have been done to save that ship from the mishap. It was impossible to provide a vessel capable of standing a blow which made a hole of any size amidships.

ANNUAL DINNER.

EARL CAWDOR ON BRITISH NAVAL SUPREMACY.

The annual dinner was held at the Hotel Cecil in the evening, when the Earl of Glasgow presided over a company numbering upwards of three hundred. Among those present were Earl Cawdor, Lord Irvine, Sir Philip Watts, Director of Naval Construction; Sir William Matthews, President Institution of Civil Engineers; Sir Inigo Thomas, Secretary to the Admiralty; Sir Walter Boswell, Marine Secretary to the Board of Trade; Sir George Holmes, Chairman of the Board of Works, Ireland; Sir John Mowlem, Master of the Company of Shipwrights; Admiral C. G. FitzGerald, M. E. Bertie, President of the Association Technique Maritime; Captain F. Schilling, French Naval Attaché; Commander J. H. Gibbons, United States Naval Attaché; Captain N. von Wawel, Austro-Hungarian Naval Attaché; Captain S. Toftin, Japanese Naval Attaché; Captain V. E. Montes, Argentine Naval Attaché; Captain F. Behr, Russian Naval Attaché; Mr. Francis Henderson, Chairman British Corporation of Shipping; Mr. James Knott, President Institution of Marine Engineers; and Mr. John Ward, President Institution of Engineers and Shipbuilders in Scotland.

Earl Cawdor, in proposing the toast of "The Royal Navy," referred to the accident which a few days ago befell the *Tiger*—one of the terrible and disasters which from time to time overtook all countries which aimed at naval efficiency. In naval manoeuvres in preparing for war risks must be run. (Hear, hear.) Such risks were run gladly and nobly—(hear, hear)—and when young lives were lost in such a disaster it might be claimed that they had been no less lightly laid down than were those which were laid down in war itself. (Cheers.) All present extended their sympathy to those who were sorrowing. (Cheers.) Whatever navy might mean to be maintained, to other countries it could never be too often or too strongly impressed on the inhabitants of these islands that our Navy meant to us practically our existence. (Hear, hear.) We aimed at no regression or acquisition of territory, but we meant to make ourselves secure. (Cheers.) Moreover, if we were to be safe we could not escape the burden of the Navy Estimates, and he pleaded for a wise looking ahead and a wise and careful spreading of the burden from year to year, so that there might not be an unbearable burden placed on the taxpayers in the future. (Cheers.) The Institution of Naval Architects appeared to possess the immense advantage of gathering together expert knowledge with regard to naval building and naval engineering, not alone from this country but from abroad. Long might that continue, for it could only do good. While welcoming friends from abroad, he begged that institution, however, in all matters affecting the British Empire, our own interests and our own safety, to keep well ahead of all competitors. (Cheers.)

Admiral FitzGerald briefly responded. Mr. Francis Henderson, in acknowledging "The Mercantile Marine," which was proposed by Lord Pirrie, referred to the Port of London Bill as a very fair settlement of a very complicated question. (Cheers.) Other toasts were "Kindred Institutions," proposed by Sir Alex. Kennedy, and coupled with the names of Mr. John Ward; "Our Guests," given by the President and responded to by Mr. Bertie; and "The President," which was entrusted to Sir G. Holmes.

EFFICIENCY OF THE FLEETS.

OPINION IN THE NAVY.

References to opinion in our Fleets on the subject of warlike efficiency were made yesterday at meeting of the Women's Branch of the Navy League, the first of a series intended to strengthen the auxiliary body. The meeting took place at the house of the President of the League (Mr. E. A. Yerburgh), 25, Kensington Gore. Mr. Yerburgh, who occupied the chair, said that the Navy League stood for maintenance by this country of the two-Power naval standard, with a margin, and for the maintenance of our first-line Fleet in constant readiness for war. Patriotism alone would enable the country to bear the increasing burden of our defence by sea, and as women were essentially patriotic the League proposed to ask for their support all over the country, north, south, east, and west. (Hear, hear.)

Captain W. V. Anson said it was a common opinion that trade followed the flag, and possibly the decline in our imports and exports was caused by the withdrawal of our flag from many parts of the world. Germany had compelled us to concentrate our strongest Fleets at

home, and at the same time she was pushing her trade all over the globe. It was the duty of the League to educate public opinion on the importance of the Navy, but it should keep clear of complaints made by men in the Fleets. They were apt to growl, but they did not like to be taken quite literally. There was an old sea song which abused everybody and yet if an outsider had said the same things the men in the ships would have resented his opinions. If people ashore listened to every complaint made in the Navy they would be let into all sorts of trouble. (Hear, hear.)

Lieutenant H. T. C. Knox quoted two passages from letters written to him by a naval officer holding a high position on active service. The first was thus worded: "I am strongly of opinion that it is in its educational aspects that the real fighting strength of the Navy League's position consists. So long as those directing your policy stand firm on this bed-rock and devote their energies to driving into the heads of the British race the fundamental truth that the day they take command of the sea they perish as a nation might as make them rue. That in my view is a sufficient mission for any single body. Leave to the experts, the agitators, and the fanatics the smaller questions of the tactical value of speed, the distribution of ships, the Home and Atlantic Fleets, &c. If the Admiralty are wrong in these matters they may safely rest that they know more about such matters than we do." The second passage was as follows: "I only wish it were possible for me to work shoulder to shoulder with you in educating the masses of the people upon the paramount question of the maintenance of our naval predominance." Speaking of the work done by the League, Mr. Knox said that he lately addressed meetings in fourteen Lancashire towns, where it was resolved to establish branches of the League. (Applause.)

Sir F. Pollock pointed out that unless we kept command of the sea we should sink to the status of Belgium and Holland, and our population would dwindle enormously, with much pain in the process. (Hear, hear.) Mr. Ian H. Burgoyne (Unionist candidate for North Kensington) laid stress on the value of the support which women could give to the League if only because they could teach the children. Having referred to the addresses given to girls as well as boys' schools, a work in which he had taken part, he pointed out that with the growth of Great Naval Powers there was likely to be more trouble for us in the future than there had been in the past. We must be able to maintain the integrity of the Empire at all times and against all comers. (Applause.) Mr. P. Thornton, M.P., reminded the meeting that though the Government had promised a naval programme which Mr. Balfour and Earl Cawdor approved, Ministers had a large section of followers who acted as a drag on their good intentions and had already compelled them to modify the Naval Estimates. It was, therefore, particularly necessary that the advocates of a strong Navy should keep that cause before the country. (Applause.)

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